

ADVERTISE!

The Best Medium for
Advertising
in the Colony is
THE CHINA MAIL.
THE MOST POPULAR AND LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

PRINTING

Of Every Description
Promptly, Neatly, &
Cheaply Executed
AT THE
China Mail Office,
5 WYNDHAM STREET.

No. 11,844

號八廿月二年一零百九千一英

HONGKONG, THURSDAY, FEBRUARY 28, 1901.

日十初月正年丑辛

PRICE, \$2.50 Per Month

Business Notices.

W. S. BAILEY & CO.,

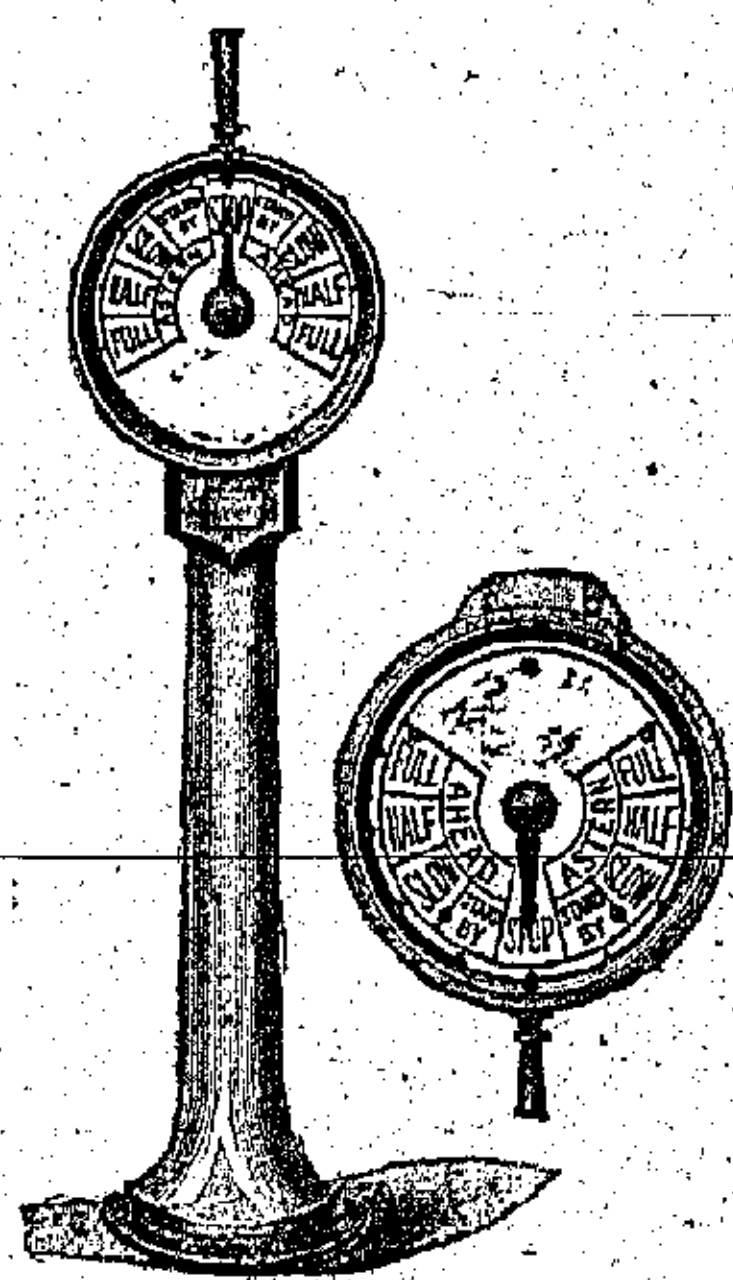
Engineers, Shipbuilders and General Storekeepers

OFFICE AND SHOW ROOMS: 60 & 62, DES VŒUX ROAD

WORKS: KOWLOON BAY

PUMPS, LATHES,
FORGES, TELEGRAPHS,
ENGINE and
BOILER MOUNTINGS.

Asbestos PACKINGS and DECK
and ENGINE-ROOM STORES
of every description.



Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TEMPLES. TELEPHONE 56.

For Terms,
Apply to the MANAGER. 741

BOARD AND RESIDENCE.

'GLENWOOD,'
21, CAINE ROAD, near the Italian Convent.

COMFORTABLY-FURNISHED ROOMS, Single
or in Suite.

Mrs. GILLANDERS.
Hongkong, October 2, 1900. 2040

Wanted.

YOUNGLADY desires re-engagement in
April, as GOVERNESS.

Apply to 'CHINA MAIL' Office.
Hongkong, February 16, 1901. 371

CHINESE TRADER & DRAUGHTS-
MAN, WANTED, for NAVAL

Apply to the Chief Engineer.
Hongkong, February 23, 1901. 423

WANTED, IMMEDIATELY.

By a German Firm, an EXPERIENCED
SALESMAN with a thorough knowl-
edge of the Hongkong Import Business.

Applicants should give full information
concerning their qualifications, and state
the Salary required to address of:

'IMPORT' Office.
Hongkong, February 20, 1901. 353

THE TANJONG PAGAR DOCK CO.,
LIMITED,
SINGAPORE.

WANTED, an ASSISTANT MANA-
GER, Salary \$750 per Month, with
free Underwriting House.

Applications and copies of Testimonials to
be sent to the Undersigned, and the
Appointment to be taken up as soon as
possible.

THOS. SCOTT,
Chairman.

WANTED, a CIVIL ENGINEER,
One who has had experience in
building Wharves and Docks preferred.

Applications and Testimonials to be sent to
2593

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE is hereby given that SCRIP
NUMBER 321 for 120 SHARES of
the Company, numbered 63401/63500, in
the name of ELLIS KELLY, Esquire, of
Hongkong, having been LOST, a New
Scrit for the same will be issued after One
Month, from the date hereof, and the
Original Scrit will be considered by the
Company as Null and Void, and all persons
are hereby warned against accepting or
negotiating same.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, February 15, 1901. 367

JUST ARRIVED.

Genuine CHERRY WATER,
ACHTES GOH WILZARDER
KIRSCHWASSER, \$2.50 per Bottle.

H. RUTOMEE.
Hongkong, January 21, 1901. 101

To Let.

A HOUSE in BONHAM ROAD, 7 Rooms.

Apply, Rev. W. BANISTER,
C. M. S. House,
11, Bonham Road.
Hongkong, February 8, 1901. 316

To Let.

A GROUND FLOOR, No. 1, Dud-
dell Street. Suitable for Office or
Godown.

Apply to A. RUMJAHN.
Hongkong, February 12, 1901. 358

To Let, FURNISHED.

A Four-Roomed HOUSE, with Two
Bathrooms and Dressing Rooms.

Apply, 'F. M.,'
Hongkong, February 6, 1901. 297

To Let.

WESTLEY, with Tennis Court and
Garden, Possession on 1st May.

'RICHMOND TERRACE,' Nos. 2, and
6, Possession from 1st April; No. 6, im-
mediate Possession.

Apply to LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.
Hongkong, February 8, 1901. 80

To Let.

NO 4, WEST TERRACE.

Apply to SAM WANG & Co.,
81, Queen's Road Central.
Hongkong, February 26, 1901. 446

WILLIAM MACLEOD, D.D.S.,
DENTIST,
BEACONFIELD ARCADE,
(Opposite HONGKONG AND SHANGHAI
BANK.)
Hongkong, January 4, 1901. 25

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

THE SHARE CERTIFICATE No. 7726
for FIFTY SHARES Numbered
35324 to 35373 inclusive, standing in the
Register in the name of FOONG KING
FOON TONG of Poonchow, having been
LOST, Notice is hereby given that unless
the said Certificate be produced at the
Office of the Company, Queen's Road Cen-
tral, Victoria, Hongkong, on or before the
TWELFTH day of March, 1901, a New Cer-
tificate for the said Shares will be issued
and the old Certificate will thereafter be held
by the Company as NULL and VOID.

A. SHELTON HOOPER,
Secretary.

Hongkong, February 11, 1901. 329

NOTICE.

REQUIRED, by a First-Class Mer-
chant, a Castle House in Hongkong, an
EXPERIENCED MAN of Business to Act as
COMPRADORE. The Highest references
Required. No one need apply unless he
is prepared to give substantial Security in
the Sum of \$150,000.

Apply in Writing to Messrs. JONSON,
Stevens and Massey, 12, Queen's Road
Central.
Hongkong, February 15, 1901. 358

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ARDEN STREET.

SANITARY Appliances Supplied and
Fixed.

DRAINS, TRAPS, WASTE PIPES, Etc.
Cleaned and Repaired.

Sanitary Board Notices receive prompt
attention.
Hongkong, January 26, 1901. 2587

FOR SALE.

RURAL BUILDING LOT 103,
BAKER ROAD.

Apply to
HONGKONG REALTY & FINANCE CO., LTD.
Hongkong, January 20, 1901. 227

THE HONGKONG ODD VOLUMES
SOCIETY.

LECTURE.

M. R. J. J. FRANCIS, K.C., has kindly
consented to deliver an address in
the CHAMBER OF COMMERCE ROOM, at the
CITY HALL, on TUESDAY, the 5th March,
at 5.15 p.m., on 'AN EXAMINATION OF THE
SITUATION IN THE FAR EAST.'

The Undersigned will take the Chair.
Ladies and Members of the public are
invited.

HENRY E. POLLOCK,
Hon. Secretary,
Hongkong Odd Volumes Society,
Hongkong, February 25, 1901. 436

DIOCESAN BOYS' SCHOOL &
ORPHANAGE, HONGKONG.

THE SCHOOL will RE-OPEN on FRI-
DAY, March 1st.

Particulars as to Fees, &c., may be ob-
tained at the School.
Hongkong, February 25, 1901. 438

NOTICE.

TENDERS are hereby called for the
erection of BRICK SHOPS at
JESSELTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of Messrs GIBB, LIVING-
STON & CO., Agents.

Hongkong, February 13, 1901. 349

UNIVERSAL TRADING COMPANY,
LIMITED.

NOTICE is hereby given that the Gen-
eral Manager has made a CALL of
\$15 on the HOLDERS of SHARES in UNIVER-
SAL TRADING CO., LTD., which CALL
is PAYABLE to the General Manager
on the 31st March, 1901, at the Company's
Registered Office, No. 4, Des Vœux Road
Central.

ELLIS KELLY,
General Manager.

Hongkong, January 31, 1901. 245

榮 CHEE WING 致

28 & 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALER IN

All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.

Suitable for
SHOPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

BICYCLES -

AND

TYPEWRITERS.

SOLD, EXCHANGED AND REPAIRED.

PRICES VARYING FROM \$65 to \$225.

ALL ACCESSORIES IN STOCK.

We do not Dely Competition.

DRAGON CYCLE DEPOT.

11, D'Almeida Street.
Hongkong, 9th February, 1901. 325

'KIRIN.'

A Delicate

Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.00 per dozen.

PINTS, \$1.75 do.

W. HUTTON POTTS,

Sole Agent for Hongkong.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRINCE CENTRAL.

(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION.

BOILER COMPOSITION.

ENGINE AND OTHER OILS,

ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

JOHN BROWNELL, Superintendent.

RACING SEASON.

SADDLES (from 12 Ounces upwards).

WHIPS, SPURS,

GIRTHS, SURCINGLES.

NUMNAHS.

WEIGHT CLOTHES, STIRRUP WEBS AND LEATHERS.

HORSE CLOTHING.

TIES FOR BOWS OR KNOTS.

Lane, Crawford & Co.

SALE OF SHEET MUSIC.

6 FOR ... \$4.00. SOILED 6 FOR ... \$1.00.

OPERAS, ... } HALF PRICE.
FOLIOS, ... }
BOOKS, ... }

Robinson Piano Co.



G. H. MUMM & CO'S

EXTRA DRY CHAMPAGNE.

Agents: SHEWAN, TOMES & Co.,

For Hongkong, Shanghai and Japan.

THE PHARMACY,
10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.

SOMERVILLE'S 'EXPORT AND 'GLENDOUR' WHISKIES.
PORTS OF HIGHLAND WHISKY (PURE MALT).
MANILA CIGARS.

Manager, RICHARD FLINT.

1882.

THE HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

2196

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland,
devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF

WHISKIES.

PURE AND MILD.

Sole Importers, F. BLACKHEAD & Co.

23

NEW GOODS! NEW GOODS!! NEW GOODS!!!

JUST UNPACKED.

OIL COOKING STOVES,

OIL HEATING STOVES & UTENSILS,

SPIRIT STOVES AND RADIATORS

W. POWELL & Co.

43, Queen's Road Central.

1817

As Easy Inspection is Solicited.

Business Notices.

EVERYONE CANNOT WIN!

But WATKINS, LIMITED, have succeeded in Winning the con-
fidence of the Public within the last few years.

SOLE AGENTS FOR

SCHLITZ MILWAUKEE BEER.
WATSON'S MATURED DUNDEE WHISKY.
BOVRIL AND BOVRIL WINE.
ESSETT'S DISINFECTING FLUID.
BEECHAM'S PILLS.
CHAMBERLAIN'S REMEDIES.
BERKFIELD DOMESTIC AND MILITARY FILTERS, &c., &c.

Chemists, Aerated Water Manufacturers, Wine and Spirit Merchants,
Cigar Dealers and General Commission Agents.

FACTORY: 1146 MASONS' LANE. 66, QUEEN'S ROAD CENTRAL,
HONGKONG.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.

In bags of 250 lbs net \$3.00 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS.

2635

Pianoforte Tuning, Repairing, Etc.

Having increased our Staff efficiently, we are prepared to receive additional Annual
or other Tunings, and to guarantee satisfaction. Repairs can also now be undertaken
with confidence, our new assistants being conversant with the needs of Pianos
a Climate such as Hongkong.

LANE, CRAWFORD & Co.

1682

CHAS. HEIDSIECK'S
CHAMPAGNES:

WHITE SEAL (1393 VINTAGE).

CACHET IMPERIAL (Extra Dry; Gout Americain)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

THE
VICTORIA DISPENSARY.

DAKIN'S ANISEED & LICORICE COUGH BALSAM.

For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS,
HOARSENESS, and SORENESS of the CHEST.
Price 50 Cents and \$1.

CRUICKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR INFLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases
of the CHEST and LUNGS. Price \$1 per Bottle.

VICTORIA DISPENSARY,
QUEEN'S ROAD.

1768

EL CAPITAN
Pilsener Beer.

CASES of 4 DOZEN QUARTS and 6 DOZEN PINTS ... \$13.00

SOLE AGENTS:

H. PRICE & Co.,

12, QUEEN'S ROAD

259

EXTRA SPECIAL FINEST LIQUEUR

WHISKY.

Composed entirely of the FINEST of HIGHLAND

WHISKIES.

Thoroughly-matured in Bond, in Sherry Casks.

Caldbeck, Macgregor & Co.

WINE & SPIRIT MERCHANTS.

15, Queen's Road.

Hongkong, February 11, 1901.

Intimations

ELECTRIC SUPPLIES
OF EVERY
DESCRIPTION IN STOCK,
INCLUDING
MACHINES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, ETC., ETC.

PRICE LISTS
ON
APPLICATION.

ELECTRIC BELL
INSTALLATIONS

—

Estimates given for all kinds of Elec-
trical work.

**THE CHINA AND JAPAN
TELEPHONE Co., Ltd.**

**HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.**

SUBSCRIPTIONS.

EXCHANGE LINES.
\$80 Per Annum.

PRIVATE LINES.
\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines more than average length.

trained Mechanicians sent to Out-Port to fit up Installations if required.

OFF ADDRESS:—No. 2, Ice House Street

For full particulars, &c., &c.,
Apply to

W. STUART HARRISON,
Manager.

Hongkong, December 12, 1900. 140

'THE REVENUE OF CHINA.'

SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

to be had at the OFFICE of THIS PAPER.
Messrs. KELLY & WALSH, LTD.
And Messrs. W. BREWER & Co.

Price, 50 Cents.

三子經
1.—THE TRI-METRIC CLASSIC.
千字文
—THE THOUSAND WORDS' POEM
translated from the Chinese
by E. J. Eitel, Ph.D.
To be had—Price 30 Cents the set—from
the 'CHINA MAIL' Office, 5 Wyndham
street.

KANG LEE & Co.
*Jewellers, Gold and Silver
Smiths, Watch-makers,
DEALERS IN
SILK AND IVORY WARE, CHINESE
and JAPANESE CURIOS,
Etc., Etc., Etc.*
An exceptionally fine Stock of the latest
Goods always on Hand.
Prices Very MODERATE.
A trial is respectfully solicited.
28, QUEEN'S ROAD CENTRAL,
(Formerly occupied by the Hongkong Club
Hongkong, January 1, 1900.)

'THE BACK DOOR.'
THIS Series of Articles entitled 'THE
BACK DOOR,' which appeared
in the 'LAT PAU,' has been republished

and may be obtained in Pamphlet Form
Price ——— ——— — \$1.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

報日字華

THE LEADING CHINESE POLITICAL AND
COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE
TELEGRAPHIC NEWS FROM
NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS OF CHINA AND JAPAN.

\$6 per ANNUM delivered in Hongkong
\$12.50 to all Coast Ports.

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL

EAST PRAYA RECLAMATION SCHEME.

The Official Correspondence.

We have received the following letter, with enclosures, from the Hon. C. P. Chater, C.M.G., with regard to the Praya Reclamation Scheme referred to in our leading article:—

To the Editor of the "CHINA MAIL."

HONGKONG, 28th February, 1901.

DEAR SIR,—I beg to enclose herewith the correspondence that has passed between the Hongkong Government and myself on the subject of the proposed East Praya Reclamation Scheme, and shall esteem it a favour if you will kindly publish the same in an early issue of your paper.—Yours faithfully,

C. P. CHATER.

MR. CHATER TO THE GOVERNMENT.

HONGKONG, 12th June, 1900.

SIR,—In the month of July, 1897, I submitted for the consideration of His Excellency Major-General Cameron, then Administering the Government, a project for the reclamation of the foreshore of the Colony from the Western boundary of the Military Cantonments westward to the Gas Works. The project was approved and accepted by the Government and by the land owners concerned, was sanctioned by the Secretary of State, and has been, to a very great extent, carried out and completed in accordance with my original proposals, at an expense to the Colony not exceeding my estimates and with greater pecuniary profit and advantage to the Government and to the Colony than even I ventured to anticipate. In only one respect has that project failed to accomplish all that was expected from it. My principal object in suggesting it was to relieve the overcrowding in the older portions of the City and to improve the general sanitary condition of the Colony, thus greatly in need of improvement. The length of time the Praya Reclamation has been in hand, and the steady growth of the population during the twelve years that have elapsed since first mooted the scheme, have prevented the Colony from obtaining any adequate relief of that kind in spite of the very considerable area of new land added to the Colony, and it will have, I am afraid, to be admitted that in the central districts the overcrowding is now as great, if not greater, than in 1897.

I have now to submit for the consideration of His Excellency Major-General Cameron, C.M.G., the Officer at present Administering the Government of the Colony, another scheme of the same class and character, but more extensive, having the same object in view—the improvement of the sanitary condition of the Colony by the creation of additional building land sufficient for the erection of 2,413 Chinese houses of the most improved construction, well lighted and ventilated, and capable of accommodating an adult population of about 150,000 people, allowing thirty square feet of floor space and four hundred and fifty cubic feet of air space for each adult. I propose to increase the practically available area of the Colony by 4,227,400 square feet, or 97.03 acres. Of this area, 2,688,300 square feet, or 61.18 acres, will be an actual addition to the size of the Island by reclamation from the sea, and 1,539,100 square feet, or 35.85 acres, will be made available by the cutting down, leveling and laying out of ground now practically useless. Of the 4,227,400 square feet thus added to the Colony, 2,486,780 square feet, or 56.98 acres, will be building land, and 1,740,620 square feet, or 39.95 acres, will be added to the area already covered by public roads and streets.

My proposals, if successfully carried out, will put into the Treasury a lump sum of at least \$607,050, will improve the revenue from Crown Lands by the sum of \$32,910 per annum, and from taxes by the sum of \$150,571 per annum, and all this will be accomplished without any expense whatever to the Government. All this I propose should be done within five years from the date when the work is sanctioned by the Secretary of State, provided due diligence is used. The work, although more extensive than that connected with the reclamation now in progress, if my calculations are correct, this project, if carried out, will do for the Eastern portion of the Colony all and more than all that the Sanitary Board hoped to be able to accomplish, if their proposals for a Sanitary Trust had met with the approval of the Government.

I propose that the reclamation of the foreshore of the Wan-chai district from Arsenal Street to the East Point Refinery should be undertaken and carried out at the expense of the Marine Lot Holders on the same lines as those on which the present reclamation is being carried out, and under a similar, but slightly amended, Ordinance. This reclamation will involve the construction of a sea-wall 5,180 feet in length, starting from the Eastern extremity of the proposed extension of the Naval Yard and Arsenal, and continuing with the outer face of such extension, following an easy curve the line of the Eastern Praya, at a distance from it of about 44 feet, and terminating at the Western extremity of the East Point Sugar Refinery premises, and in the work with its northern face. It is calculated that the sea-wall will give an average depth of 16 feet at low water spring-tides along its entire face. The land to be reclaimed within

the new sea-wall will be laid out as follows:—

The present praya will be widened to 55 feet, a strip of building land 120 feet in width, specially designed to take two rows of Chinese houses, four stories in height, not exceeding 60 feet in extreme depth and having 15 feet backyards, will be laid out next to the old praya along the entire length of the reclamation. Outside of that will come a thoroughfare 75 feet wide, beyond that another strip of building land 160 feet wide to allow of the construction of godowns, and then the New Praya, 75 feet wide. Ten streets, 50 feet in width, will traverse the reclamation from the Old to the New Praya. Plan herewith.

For the purpose of filling in the land to be reclaimed from the sea, the hills on which the Royal Naval Hospital and Morrison Hill houses stand—Inland Lots 84 and 86—will have to be acquired from their owners (acquisitions which can, I believe, be easily obtained on favourable terms hereinafter detailed), and cut down to the level of Queen's Road by the Eastern Market. This cutting down will not only supply all the stone and earth required for the sea-wall and reclamation, but will give the Colony an additional area of level ground of 1,562,100 square feet, or 35.85 acres, and will open up the whole of the Wan-chai district, now shut in on the east, to the easterly and south-easterly winds; a further benefit will be conferred on the Colony by the leveling of the roads leading from the City to the Happy Valley. The plan sent herewith shows clearly the area proposed to be leveled, both north and south of the Queen's Road and also the method in which the new ground is proposed to be laid out. The project includes the widening of the Queen's Road to a breadth of 75 feet from the Eastern Market to the Race Course and Canseway Bay (an immense benefit in itself) and the piercing of the district by 6 other streets, each 50 feet wide, running parallel to the Queen's Road, and 3 at right angles to it, dividing the land into blocks of such size and shape that only the approved style of Chinese houses can be built on them. The land to be dealt with by this portion of my scheme covers, as already stated, 1,562,100 square feet, or 35.85 acres. Of this, Inland Lot 84, Morrison Hill, the property of Messrs. Jardine, Matheson & Co., includes 790,614 square feet, or 18.85 acres. Inland Lot 86, the property of the Admiralty, covers 303,014 square feet, or 6.95 acres, and the balance 468,472 square feet, or 10.75 acres is still undisposed of, and is the property of the Government, but is, in its present state, unsuitable.

I believe that I will have no difficulty in arranging, if authorized to do so, with Messrs. Jardine, Matheson & Co. for the surrender by them of the whole of their land on condition that they receive back on the same terms, and at the same rent as at present, about 621,000 square feet of building land, or 11.88 acres, out of the improved area.

As to the Royal Naval Hospital ground, the acquisition of this involves rather more difficulty and entails a considerable expenditure by the Colonial Government in the first instance—an expenditure, however, to be fully repaid in the end, without interfering with the estimated profit to the Government already referred to.

The Naval authorities want a new and improved hospital with more accommodation. They would prefer a site more directly accessible from the water, and further removed from the Chinese quarter of the City. Flagstaff Hill at Kowloon, now the property of the War Department, would afford ample space for a hospital, double the size of the present building, with extensive grounds, the purest air, the freshest breezes at all seasons, and easy accessibility. I estimate that a suitable hospital could be constructed on Flagstaff Hill with every possible convenience for \$200,000. This money the Colonial Treasury would have to provide in the first instance, but it could easily be procured locally at 5 per cent. if the Government so wished. As for the ground, the Military have no use for it, and they would gladly exchange it for an equal area more towards the centre of Kowloon. This would entail the resumption of certain lands there which there would be no difficulty in acquiring as the power of the Crown to resume is clear, and the cost would, I think, not exceed \$200,000, if resumption was effected at once.

The total cost of the improvements proposed to be effected is estimated (not including the cost of the new Naval Hospital) at \$1,100,000, which is made up as follows:—

For the Praya	\$ 85,000
Sea-wall, including Berms and Wing Walls	247,000
Leveling and Laying out of Morrison Hill and Naval Hospital Hill	441,200
Sea-wall	140,000
Gravel and Channelling of Streets, &c.	65,000
Contingencies 2½%	21,000
Total	\$1,099,200

Say, \$1,100,000.

All these items are worked out at the present high rates of labour and material. The whole of this will be borne by the existing Marine Lot holders in the Wan-chai district who will receive an augmentation to their holdings of 1,192,080 square feet divided ratably among them in proportion to their frontages. The Government, in respect of No. 2 Police Station, being numbered among the Marine Lot holders, and receiving 71,400 square feet of the above. The rest works out at about 16 cents per square foot of available building land reclaimed.

In addition to the building land added to the Colony by the reclamation, which is calculated to afford accommodation for 1,351 four-storied houses, there will, by the cutting down of Morrison Hill and Naval Hospital Hills and the hills adjoining on the south, be added to the plan to be added to the

available building land in the Colony leveled and ready for building 994,700 square feet, or 22.83 acres, affording accommodation for 1,092 three-storied houses. Of this, 621,000 square feet, or 11.88 acres, will go to Messrs. Jardine, Matheson & Co. in compensation for the land surrendered by them; 472,000 square feet, or 10.85 acres, will be handed over to the Government free of cost.

The Colony will, in addition to the building land thus added to its resources have acquired, if the scheme is carried out, new streets, &c. covering an area of 1,740,600 square feet, or 39.95 acres, of which two-thirds, or 26.93 acres, will be included in the reclamation.

The value of the land thus placed at the disposal of the Government is estimated at \$1,137,050, namely:—

Front Lot opposite No. 2 Police Station	25,000 sq. ft. @ \$4.00 = \$ 7,500
Back Lot opposite No. 2 Police Station	15,000 " " " 2.50 = 3,750
Police Station	45,000 " " " 2.50 = 112,500
Police Station	472,000 " " " 2.00 = 944,000
Total Value	\$1,137,050

From which must be deducted cost of New Naval Hospital \$200,000
New Police Station 200,000
Compensation 16 lots holders for Resumption 160,000

Balance in favour of Government \$677,050

The Annual Crown Rents for the New Building areas are estimated as follows:—

Praya Road	151,200 Acres @ \$50 per Acre = \$7,560,000
Royal Naval Hill	10,835 " " " 600 " = 6,501,000
Total	\$14,061,000

The annual rateable value of the houses when built is estimated at \$1,168,240, and is made up as follows:—

2,413 Houses at 80 pence per House = a Gross Annual Rental of \$1,548,000	100,571
Total	\$1,168,240

The Government would, therefore, not only have ground to dispose of, of the value of \$637,000, but would have an annual revenue of \$184,481, which, capitalized at 5%, would amount to \$3,689,620.

I respectfully submit this scheme for the approval of the Government and of the Secretary of State. The proposals have been carefully thought out, and the calculations are fairly accurate. Our experience with the Praya Reclamation Scheme now in process of execution, enables me to judge with certainty as to the character of the work to be done, the cost to be incurred, and the time to be taken, and also as to the benefits to the Colony from the works proposed.

The Wan-chai district will be laid open to ventilation and improvement in a way in which it could not possibly be dealt with before. The removal of the two hills to the Eastward will add immensely to the area of the district, and to the easy accessibility of the district to the east of it. The reclamation will add further to its area. The proposed new roads and praya will facilitate the erection of healthy buildings and the improved drainage of the neighbourhood. The erection of all new houses will be brought under the strictest sanitary rules. Their number and character will compel landlords to improve and rebuild in the area now under occupation. This immense addition will be made to the area of the district, and to the income to be derived from it by the Colony at a minimum of expense, and with a minimum of disturbance of existing interests.

But—and I beg most respectfully to call attention to it—if the benefits indicated are to be derived from this project, it must be proceeded with at once, and vigorously. It must be finished within five years, and with proper measures it can be done easily in that time. It is a much simpler undertaking than the Western Reclamation, but if it is to draw the population from the central part of the City, and ease the pressure of population there, it must be accompanied by some intelligent scheme of tramway communication between the heart and the extremities of the City, which will be cheap and attractive.

Of all things speed is the most important, or otherwise, the steady increase in the population of the Colony will overtake the provision to be made for their accommodation.

The Government entrusted me, in connection with the existing Reclamation, with the negotiation and arrangement with the landowners affected, and with all of the details of the scheme. I place myself again entirely at the disposal of the Government to carry out all negotiations and arrangements with the Marine Lot holders and others in Wan-chai whose assent may be required for the present scheme.

I suggest further for the Government, that all resurrections of land, and all compensations to be paid landholders in connection with the present scheme should be borne and paid by the Marine Lot holders as part of the expenses of the scheme, all land resumed being sold for the benefit of the fund. Any little friction that has arisen in connection with the existing Reclamation will thereby be obviated with the present proposals.

I would only submit, in conclusion, for the consideration of the Government, that if the Public Works Department with the enormous tasks on its hands at the present moment—the existing Reclamation, the Water Supply, the proposed New Public Buildings—is not in a position to undertake another Reclamation, that there will be no difficulty in having the work done by Engineers and Contractors employed directly by the Marine Lot holders, it being, of course, thoroughly understood that all plans must be submitted to and approved by the Director of Public Works; and that the works would have to be carried out in accordance with such plans and to his complete satisfaction.—I

have the honour to be, Sir, Your most obedient and humble servant,

(Signed) C. P. CHATER.

The Honourable

THE ACTING COLONIAL SECRETARY,

HONGKONG.

THE GOVERNMENT TO MR. CHATER.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 13th September, 1900.

SIR,—I am directed to inform you that the Governor has had under consideration your letter of the 12th of June in which you propose a scheme for a large reclamation from the sea between Arsenal Street and East Point, and for the utilisation of Morrison Hill and Mount Swadwell in connection with the reclamation.

His Excellency is prepared to view favourably your suggestion that the reclamation should be carried out on behalf of the Marine Lot holders by the Government, rather than that the Government should exercise its undoubted right to make the reclamation on its own account.

But His Excellency is not prepared to concede the terms, unduly favourable to the Marine Lot holders, which are proposed in your letter.

The value of the land which will be comprised in this new Reclamation is and must be a matter of opinion, and since it cannot be determined now His Excellency is prepared to recommend to the Secretary of State for the Colonies, whose sanction must be obtained, the following principle for ensuring that the Government obtain a fair share with the Marine Lot holders in the profits of the reclamation, namely that the expense of the reclamation be provided in the same way as was the expense of the Praya Reclamation, and that when the new reclamation is finished the land so reclaimed shall be valued, and the expense of reclamation being deducted, the sum remaining divided equally between the Marine Lot holders and the Government as premium, the Crown rent to be the same as on the Western Praya, but neither premium nor Crown rent to be payable for the land required for streets and lanes.

If you accept this principle, which in the Governor's opinion is a reasonable and equitable one, His Excellency will take steps to give the details of your scheme early and careful consideration.

I have the honour to be, Sir, Your most obedient servant,

(Signed) F. H. MAY,

Acting Colonial Secretary.

The Honourable

C. P. CHATER, C.M.G.

MR. CHATER TO THE GOVERNMENT.

HONGKONG, 29th September, 1900.

SIR,—I have the honour to acknowledge the receipt of your letter No. 1711 of the 13th instant (in reply to mine of the 12th June last) in which you inform me that His Excellency the Governor has had under consideration my proposals for a large reclamation from the sea between Arsenal Street and East Point; that he is prepared to view favourably my suggestion that the Reclamation in question should be carried out on behalf of the Marine Lot Holders by the Government, but that His Excellency is not prepared to concede the terms embodied in my letter, as he deems them unduly favorable to the Marine Lot Holders.

2. His Excellency's suggestion is, that the expenses of the Reclamation be provided for in the same way as was the expense of the Praya Reclamation now in progress; that when the reclamation is finished, the land so reclaimed be valued; that the expenses be deducted from such valuation and that the balance be equally divided between the Marine Lot Holders and the Government. You further inform me that if I am prepared to accept this proposal as the basis of any arrangement to be come to His Excellency is prepared to take steps for a detailed examination of the scheme.

3. I have given to His Excellency's proposals very full and very careful consideration. I have gone into the figures as far as it is possible to estimate them, and have obtained professional advice and assistance in working out results. I regret to say that after this fresh investigation, and after a detailed examination and comparison of the two Reclamation Schemes—the Praya Reclamation now in progress—and the present scheme—I am unable to accept His Excellency's suggestion as to the principle to be applied in working out the scheme, and I could not conscientiously recommend it to the acceptance of the Marine Lot Holders in Wan-chai, the position of the Marine Lot Holders and the nature of their property being so totally different along the Eastern and Western Prayas.

4. I admit that, as events have turned out, it would not have been unreasonable or inequitable if some such principle had been applied to the Praya Reclamation now in progress, the Marine Lot Holders and the occupants of premises there suffering little or no loss, either in the value of their holdings or in the profits of their business, during the progress of the Reclamation works, or in consequence thereof, and, therefore, benefiting to the full extent of the value of the reclaimed land or thereabouts; but the position in the Wan-chai District is totally different. The Marine Lot Holders there must necessarily suffer enormously during the progress of the works and they be put to very great expense before they can make their properties pay again as Inland Lots. They will barely be repaid their losses and necessary expenditure by the value of the reclaimed land coming to them, while the Government, on behalf of the Colony, will, without running any risk or incurring any expenditure, derive from the scheme the enormous profits set forth in my first letter. The Treasury will pocket, from land sales alone, a lump sum of at least \$637,050, and will derive an additional annual revenue of \$180,571 from Crown Rents and Taxes, and the

Colony, as a whole, will have added to it, free of expense, an immense additional area, laid out in streets and roads of ample width and with the very latest improvements.

5. If His Excellency will amend his proposal by including in the expense of the reclamation the amount of the fair and reasonable compensation (to be assessed under Ordinance 23 of 1899 or some similar Ordinance) payable to existing Lot Holders in the Wan-chai District for loss of rents and business during the progress of the works and for the diminished value of their lands when converted from Marine into Inland Lots, then, possibly, the principle of division of profits might be acceptable; but even then the profits to be derived by the Government from the carrying out of the Scheme, as put forward by me, would be immeasurably greater than those derived by the Lot Holders. The Government would get what would practically be a gift—something for nothing. The Marine Lot Holders would get only a fair return on their investment.

6. The Central and Western Praya, at the commencement of the Reclamation of 1899, was, with one or two wholly unimportant exceptions, all shops, stores and residences. The principal part of the trade of the Colony was carried on along it. The whole existing trade of the Colony centred there. The reclamations in their progress, although causing considerable inconvenience, did not seriously interfere with the business along it, and did not interfere with the values of the properties north of the Praya, and the rents derived from them. The residents could not move elsewhere to carry on their business, so they had, perhaps, to remain where they were and make the best of it. The Marine Lot Holders, therefore, suffered no diminution of their rentals during the progress of the reclamation—the tenants bearing whatever losses or inconveniences there were—and now that the reclamation is finished and their former Marine Lots have become inland lots, the lapse of time and the steady increase in the population and in the trade and shipping of the Colony has made them as valuable for purposes of sale as the old Marine Lots ever were. They have, therefore, all the profits derivable from the value of the new reclaimed land.

7. In Wan-chai the state of affairs is wholly different. It never has been and never will be an important business quarter. No Trading Junk or another. No Chinese Merchant or Traders of any position reside and carry on their work there; only the poorer classes frequent that neighbourhood. It is only within a comparatively recent period that there has been any business there at all even for the godowns. The division of the City caused by the interposition of the Naval and Military establishments has prevented the Chinese from settling there, and the immense expansion now in progress of the Naval Yard seaward will only emphasize the separation. The whole length of the Wan-chai praya is and always has been occupied almost entirely by godowns, and they are mainly used for the storage of coal and of the heavier and less expensive kinds of merchandise. The business of these godowns will be as once affected by the commencement of praya reclamation works. The goods stored in them cannot stand the additional expense of cartage when their access to the sea is impeded. Now the godowns are 50 feet from the sea wall. They will be 550 feet. They will have all of them to be pulled down, and the space they now occupy covered with Chinese houses. At present rates (and there is no prospect of any fall in prices), it will cost at the rate of \$1 a foot to clear the present Marine Lots and cover them with Chinese houses equal to present sanitary requirements. The Marine Lot Holders assenting to the proposed praya reclamation at Wan-chai will lose the profits of their godown business for varying periods—some of them for three years—and to enable them to utilize their lots will have to expend on new buildings at the rate of \$4 a square foot. If the Government undertake this reclamation itself, as it undoubtedly has the power to do, it could only do it by paying to the Marine Lot Holders a full and fair compensation. When this compensation was paid and the net cost added to the cost of reclamation, the profit to Government on the entire reclamation would be small, especially as the Government would have to borrow money for the work and probably to remain out of it, paying interest for some considerable time. In any case it would have to take the risk of all delays and losses in realization.

8. The Marine Lot Holder who agrees to the Praya Reclamation on any scheme has, in addition to finding the money for carrying it out, to stand the loss of his present godown business during the progress of the Reclamation now in progress, the Marine Lot Holders and the occupants of premises there suffering little or no loss, either in the value of their holdings or in the profits of their business, during the progress of the Reclamation works, or in consequence thereof, and, therefore, benefiting to the full extent of the value of the reclaimed land or thereabouts; but the position in the Wan-chai District is totally different. The Marine Lot Holders there must necessarily suffer enormously during the progress of the works and they be put to very great expense before they can make their properties pay again as Inland Lots. They will barely be repaid their losses and necessary expenditure by the value of the reclaimed land coming to them, while the Government, on behalf of the Colony, will, without running any risk or incurring any expenditure, derive from the scheme the enormous profits set forth in my first letter. The Treasury will pocket, from land sales alone, a lump sum of at least \$637,050, and will derive an additional annual revenue of \$180,571 from Crown Rents and Taxes, and the

Colony, as a whole, will have added to it, free of expense, an immense additional area, laid out in streets and roads of ample width and with the very latest improvements.

5. If His Excellency will amend his proposal by including in the expense of the reclamation the amount of the fair and reasonable compensation (to be assessed under Ordinance 23 of 1899 or some similar Ordinance) payable to existing Lot Holders in the Wan-chai District for loss of rents and business during the progress of the works and for the diminished value of their lands when converted from Marine into Inland Lots, then, possibly, the principle of division of profits might be acceptable; but even then the profits to be derived by the Government from the carrying out of the Scheme, as put forward by me, would be immeasurably greater than those derived by the Lot Holders. The Government would get what would practically be a gift—something for nothing. The Marine Lot Holders would get only a fair return on their investment.

6. The Central and Western Praya, at the commencement of the Reclamation of 1899, was, with one or two wholly unimportant exceptions, all shops, stores and residences. The principal part of the trade of the Colony was carried on along it. The whole existing trade of the Colony centred there. The reclamations in their progress, although causing considerable inconvenience, did not seriously interfere with the business along it, and did not interfere with the values of the properties north of the Praya, and the rents derived from them. The residents could not move elsewhere to carry on their business, so they had, perhaps, to remain where they were and make the best of it. The Marine Lot Holders, therefore, suffered no diminution of their rentals during the progress of the reclamation—the tenants bearing whatever losses or inconveniences there were—and now that the reclamation is finished and their former Marine Lots have become inland lots, the lapse of time and the steady increase in the population and in the trade and shipping of the Colony has made them as valuable for purposes of sale as the old Marine Lots ever were. They have, therefore, all the profits derivable from the value of the new reclaimed land.

7. In Wan-chai the state of affairs is wholly different. It never has been and never will be an important business quarter. No Trading Junk or another. No Chinese Merchant or Traders of any position reside and carry on their work there; only the poorer classes frequent that neighbourhood. It is only within a comparatively recent period that there has been any business there at all even for the godowns. The division of the City caused by the interposition of the Naval and Military establishments has prevented the Chinese from settling there, and the immense expansion now in progress of the Naval Yard seaward will only emphasize the separation. The whole length of the Wan-chai praya is and always has been occupied almost entirely by godowns, and they are mainly used for the storage of coal and of the heavier and less expensive kinds of merchandise. The business of these godowns will be as once affected by the commencement of praya reclamation works. The goods stored in them cannot stand the additional expense of cartage when their access to the sea is impeded. Now the godowns are 50 feet from the sea wall. They will be 550 feet. They will have all of them to be pulled down, and the space they now occupy covered with Chinese houses. At present rates (and there is no prospect of any fall in prices), it will cost at the rate of \$1 a foot to clear the present Marine Lots and cover them with Chinese houses equal to present sanitary requirements. The Marine Lot Holders assenting to the proposed praya reclamation at Wan-chai will lose the profits of their godown business for varying periods—some of them for three years—and to enable them to utilize their lots will have to expend on new buildings at the rate of \$4 a square foot. If the Government undertake this reclamation itself, as it undoubtedly has the power to do, it could only do it by paying to the Marine Lot Holders a full and fair compensation. When this compensation was paid and the net cost added to the cost of reclamation, the profit to Government on the entire reclamation would be small, especially as the Government would have to borrow money for the work and probably to remain out of it, paying interest for some considerable time. In any case it would have to take the risk of all delays and losses in realization.

of the Colony and of its business demands it. Now is the time. The Colony is prosperous—money is plentiful. The Naval Yard Extension almost renders imperative the doing of the work now. If it is completed without the reclamation being taken in hand, Wan-chai will be placed at a still greater disadvantage than ever and become less than ever a part of the City, to the injury of property and property owners there. As for the Colonial Government undertaking the task on its own account and risk I see no possibility of its ever being in a position to do so; so many public works of pressing importance are crying out for funds for their commencement or completion—I have the honour to be, Sir, Your most obedient, humble servant,

(Signed) C. P. CHATER.

The Honourable

THE COLONIAL SECRETARY.

AN AMENDMENT OF THE SCHEME.

HONGKONG, 15th November, 1900.

SIR,—Referring to my letter of the 12th June, submitting certain proposals for the reclamation of a large tract of foreshore in the Wan-chai District, to your reply of the 13th September, to my rejoinder of the 29th of the same month and to an interview with which His Excellency the Governor favoured me on the 22nd of October last, I have now the honour to submit for the consideration of the Government an amendment to the proposals contained in my letter of the 12th June last which, if accepted, enable the Marine Lot Holders in whose interests the reclamation will be carried out, to acquire in the suggestion contained in your letter of the 13th September, that the Colonial Treasury should derive some direct benefit from the carrying out of the works in question. Your proposal was that the building land reclaimed from the sea should be valued and that the difference between such valuation and the cost of the reclamation when finished should be divided between the Lot Holders and the Government, the Government accepting their half of the profit by way of premium on the land reclaimed and leased to the Marine Lot Holders.

In my letter of the 29th September, I pointed out that there could be no serious objection to this proposal if the Government consented to include in the cost of the Reclamation the compensation that would undoubtedly be claimed by the Marine Lot Holders for their loss of rental, &c., on their existing lots during the progress of the reclamation and for the diminished value of those lots on conversion into Inland Lots. I also suggested for the consideration of the Government that if any questions as to compensation arose there might be very little profit to divide.

At the interview with which I was honoured by the Governor it appeared that it was for many reasons undesirable that any proposals for the reclamation of the eastern district should be formulated which should give rise to any complications in connection with questions of compensation, but that the Government, nevertheless, felt bound to insist upon the payment to the Treasury of something in the shape of premium on the land reclaimed for building purposes and of which leases would have to be granted. I suggested therefore the following modification of my original proposals, and as it appeared to be acceptable I have now the honour to embody it in writing.

The proposed reclamation extending from the Arsenal eastward to Jardine's premises included the widening of the present praya east to a width of 75 feet, the formation of sites for the construction of a road 75 feet wide beyond that, then a further strip of land for godowns of 100 feet in depth and outside of all a praya 75 feet wide. If His Excellency will consent to a further extension of this reclamation by another 75 feet to the strip of land reserved for godowns, making the depth of the proposed reclamation 520 feet instead of 445 feet as originally proposed, I think I can persuade the Marine Lot Holders to consent to pay to the Treasury a premium of 25 cents a foot on every foot of building land to be leased to them. This will give the Government a premium income of \$500,000 or thereabouts which it would not receive under the scheme as originally framed and a considerable addition to the rental derivable from the land, which will be increased by about one-seventh.

This proposal, while increasing the area of new land to be obtained by the undertakers, and giving an increased depth of water along the new sea wall, will add considerably to the cost of the work to be borne by the Marine Lot Holders. It will, however, give a definite sum to the Government without involving the Government in any risk of loss should any unforeseen change in the position or prospects of the Colony render the undertaking unprofitable to the owners of Marine Lots at Wan-chai.

May I ask for the favourable consideration of the Government for this modified proposal and for an early reply, the sooner I can obtain the consent of the Lot Holders and the sooner the work can be commenced the better for all parties?—I have the honour to be, Sir, Your most obedient, humble servant,

(Signed) C. P. CHATER.

The Honourable

THE COLONIAL SECRETARY.

THE GOVERNMENT'S REPLY.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 12th Feb., 1901.

SIR,—I am directed to inform you that the Governor has had under consideration your letter of the 15th June, 29th September and 10th November, in regard to the proposed scheme for the reclamation of the foreshore from Arsenal Street to East Point, and offering your services as intermediary between the Government and the Marine Lot owners, and my reply of

the 13th September, to your first letter, I have the honour to inform you that your proposals have been fully considered in Executive Council.

2. His Excellency the Governor will be glad to avail himself of your offer to act as an intermediary, and is prepared

MEMOS. FOR TO-MORROW'S MEETINGS.

Noon.—Meeting of Shareholders of the Union Insurance Society of Canton, Ltd., at the Society's Head Office, No. 1, Queen's Buildings.

9 p.m.—Meeting of Zetland Lodge.

Amusements.

9 p.m.—Harrison's Grand Circus, at the Recreation Ground (Near the Race Course).

9 p.m.—Boxing Tournament, in the City Hall.

Miscellaneous.

Goods per *Ledmore* not cleared at noon due subject to rent.

General Memoranda.

Monday, March 4.—

5.15 p.m.—Meeting of Members of the Hongkong Rifle Association, at the Volunteer Headquarters.

5.30 p.m.—An Organ Recital, in Union Church.

Goods per *Jaama* unclaimed before Noon, subject to rent.

Goods per *Marbury* undivulged after this date subject to rent.

Tuesday, March 5.—

6 p.m.—Meeting of Members of the Hongkong Club.

6.15 p.m.—Lecture, by Mr. J. A. Francis, K.C., in the City Hall.

Wednesday, March 6.—

Noon.—Meeting of Shareholders of the Hongkong Fire Insurance Co., Ltd., at the Office of the Company, Fagler's Street.

Noon.—Meeting of Shareholders of the Hongkong High Level Tramways Co., Ltd., at the Office of the Company, 28 and 30, Queen's Road Central.

3 p.m.—Sale of Race Horses, opposite the City Hall.

Thursday, March 7.—

3 p.m.—Meeting of Shareholders of the China Fire Insurance Co., Ltd., at the Office of the Company, No. 2, Queen's Road Central.

Noon.—Meeting of Shareholders of the Hongkong Steam Water Boat Co., Ltd., at the Office of the Company, 28 and 30, Queen's Road Central.

Friday, March 8.—

8 p.m.—Annual Dinner of Members of the Devotion Society, at the Hongkong Club.

Saturday, March 9.—

Noon.—Meeting of Shareholders of the Hongkong Rope Manufacturing Co., Ltd., in the Company's Office, No. 14, Des Voeux Road.

Thursday, March 14.—

Noon.—Meeting of Shareholders of the Hongkong and Kowloon Wharf and General Co., Ltd., at the Company's Office, No. 2, Cornhill Road.

Exchange.

HONGKONG, February 28, 1901.

On London—

Bank, Wire, 1/11 1/2

On demand, 1/11 1/2

30 days sight, 2/9

4 months sight, 2/9 1/2

Credits, 4 months sight, 2/9 1/2

Documentary, 4 months sight, 2/9 1/2

On Paris—

On demand, 2/5 1/2

Credits, 4 months sight, 2/5 1/2

On Berlin—

On demand, 4/8 1/2

Credits, 60 days sight, 4/8 1/2

On Bombay—

Wire, 1/49 1/2

On demand, 1/49 1/2

On Calcutta—

Wire, 1/49 1/2

On demand, 1/49 1/2

On Singapore—

On demand, 1 1/2 pm.

On Madras—

On demand, 2 1/2 pm.

On Shanghai—

On demand, 1/2 1/2

30 days sight, (private paper) 1/2 1/2

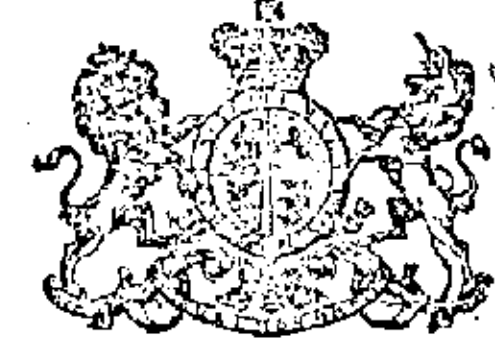
On Yokohama—

On demand, 15 1/2 pm.

Gold Loan, 100 days (per cash) \$31.75

Sovereigns (Bank's buying rate) \$ 0.95

Silver (per oz.) 28.40



A. S. WATSON & CO., LIMITED.

For the RACES.

Watson's Celebrated

'E' Whisky

Very old Scotch Liqueur Whisky.

B' Brandy

Guaranteed Pure Cognac.

Sherries

Superior Xeres Wines.

Port

of the finest Vintages.

Aerated Waters

of absolute Purity.

Cigars and Cigarettes,

etc., etc.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

The publication of this issue commenced at 5.25 p.m.

The China Mail.

HONGKONG, THURSDAY, FEBRUARY 28, 1901.

To-night, we make public the details of a scheme of public improvement conceived by the Hon. C. P. Chater, C.M.G., having for its main object the amelioration of the overcrowding of the central districts of the city. The rapid increase of population, due to the steady development of Hongkong as a port of call for China-bound vessels, is revealed by the recent census, and it is a well-known fact that house accommodation has not kept pace with the Colony's requirements. As it happens, labour is needed at what may be termed the heart of the Colony, in the city of Victoria, and although there has been great expansion in recent years on the Kowloon Peninsula, it is found that the congestion and overcrowding have not been relieved in relative proportion. Mr. Chater's scheme is to reclaim the foreshore at Wan-chai, on somewhat similar lines to the reclamation now nearing completion between the Cricket Ground and West Point, and thereby to throw open a large area on which houses may be built suitable for the Chinese working classes. The scheme is a large one, and Mr. Chater's labours in putting it into concrete shape deserve public recognition. It was on his suggestion that the central reclamation was undertaken, and the success that has attended it far exceeds his or the public's expectations, and fully justifies the immediate commencement of the proposed new reclamation.

The correspondence clearly sets forth the details of the scheme, but for the benefit of our readers we summarize the main features. As it now stands, Mr. Chater has asked the Government to extend to the reclamation of the foreshore from Arundel Street to the East Point Sugar Refinery, the work to be performed entirely by the Marine Lot holders of the Wan-chai District and carried out, within five years, to the satisfaction of the Government. Given the Government's consent, Mr. Chater undertakes to negotiate with the lot-holders in order to secure unanimity, and on his shoulders will fall much of the preparation and supervision entailed by the scheme. The reclamation will be carried out into the Harbour, approximately, as far as the reclamation now in progress for the Naval Authorities. The present Praya East will be converted into a street 75 feet wide, then there will be an area 120 feet wide for back to back Chinese houses, another street 75 feet wide, and an area wide enough for golf-links 225 feet deep, and outside of all a praya 75 feet wide. Ten streets, 50 feet wide, will intersect the building blocks, and these, together with all channellings, sewerage and drainage will be constructed by the lot-holders. No public expenditure is involved by the scheme, which will allow of the construction of over 2000 Chinese houses of the most improved type, well lighted and ventilated, and capable of accommodating about 100,000 people. In addition to this, however, the removal of material for reclaiming the foreshore will open up new sites which will then be at the disposal of the Government. At first, Mr. Chater proposed that Morrison Hill and the hill on which the Royal Naval Hospital stands should be utilized for the reclamation, and it is to be regretted that insuperable obstacles were raised to this portion of the scheme, for had these hills been removed, and literally cast into the sea, a more symmetrical arrangement could have been made for the laying out of the area at the east end of the city. One would have thought that the opportunity of removing the Naval Hospital from the vicinity of the humblest Chinese dwellings to a healthy situation like Flagstaff Hill, Kowloon would have been welcomed, and before the scheme takes its final shape we hope for the sake of all concerned that this change of site may yet be brought about. The total cost of carrying out the scheme, based on the present high price of labour, is estimated at over one million dollars. It will be asked, naturally enough, what benefit the parties immediately concerned are to derive from the scheme. The Marine Lot-holders will have to bear the cost; during the progress of the work, the value of their present property may be lowered; they will have to face the cost of building upon the reclaimed sites, and, probably, the reconstruction of the present properties. In return, they will secure the new sites on lease for 99 years, and, judging from the experience in the present reclaimed frontages in the central part of the city, those new sites will considerably exceed in value the present fore-shore lots. The Government, on the other hand, which spends nothing, will have a large addition to its rateable area in the city, and would also have ground to dispose of at Leighton Hill and Mount Caroline, from which the material for the reclamation will be taken. The net yearly gain will be from \$100,000 to \$200,000, and a lump sum of from \$800,000 to \$1,000,000 may be obtained from land sales. Desirous of making the most of the bargain, the Government at first asked for a large premium per square foot of reclamation, in consideration of the rights obtained over the new area by the present lot-holders; but after negotiation this sum was reduced

to 25 cents per square foot. If this amount is obtained, it will add still further to the Colony's benefit.

On the face of it, having regard to past experience, the scheme is an excellent one, and we hope Mr. Chater will succeed in carrying out all the lot-holders with him. The Government may well appreciate it, for it will undoubtedly lead to the rebuilding of a large portion of the Colony's property, and thereby contribute to the desirable improvement of the sanitary condition of the city of Victoria. With the details before them, the public will be able to decide upon the financial aspect of the proposal, and to offer suggestions for the guidance of the Government. Provided the cost to the Colony is not too great, the public and the Government ought to welcome any scheme which will help to relieve the surface overcrowding of the city, and if, incidentally, the increased building should tend to lower the present excessively high rentals, the scheme will confer a double benefit upon the public. Putting that aspect of it aside, it is obvious that something must be done to meet the steady increase of population. Instead of declining, it is more probable that the Colony will grow in prosperity with the prospect of a large development of trade with the interior of China. Great and important as are the shipping interests of the port, they will continue to grow in importance, and the increased traffic will attract native labour to an extent probably little dreamed of by the present inhabitants. It is wise and statesmanlike to provide for future contingencies, and since Mr. Chater has so generously placed his ripe experience and valuable assistance at the disposal of the Government in the public interest, we hope the preliminary negotiations will be delayed as little as possible, and that every facility will be afforded him to push forward the scheme to a speedy conclusion.

LOCAL AND GENERAL.

Royal Body-snatching.

A telegram in a Japanese vernacular journal states that the anatomist of the late King Humbert has been broken into and the body stolen.

Japanese Trade.

In the month of January last, Japan exported goods to the value of yen 16,192,970 as against yen 14,564,601 in the same month of 1900. The imports were valued at yen 18,184,761 as against yen 22,890,689 in 1900. Upwards of yen 2,650,000 specie (gold and silver) were exported as against yen 350,000 imported.

The Boxing Championship.

Mr. C. T. Robinson's Championship Boxing Tournament open to-night in the City Hall. The programme is a long one, and in order to give time to complete it, the commencement will be made at eight o'clock. The first series, which will be decided to-night, consist of feather, middle, light and heavy bouts for entry to the second round of each of the championships.

The Queen's Income.

The Queen received for her services to the British people something like £24,000,000 sterling! Her official income of £385,000 a year was £800,000 less than the Emperor of Austria's, £200,000 less than King Victor's, £100,000 less than the Shah of Persia's, and only half as much as the Kaiser's. But 170 tons of English sovereigns was a handsome life salary, and that was the public income of the Queen would weigh.

A New Japanese Dock.

The *Kobe Chronicle* learns that the Imaboshi Dockyard Company, which has recently been formed with a capital of yen 200,000, has already commenced operations. The engines and machinery ordered from England are expected to arrive some time in April next, when the new dockyard will begin full work. This dockyard is situated at Imaboshi, a small island in the Inland Sea near Onomichi, which will be familiar to many readers as the place where the United States transport *Morgan City* foundered. (All attempts, by the way, to raise this vessel have now been abandoned.) Two dry docks have been constructed at Imaboshi. No. 1 dock is large enough to accommodate a vessel of 3,000 tons, being 373 feet long, 50 feet wide, and with 20 feet of water at high tide. No. 2 dock will accommodate a vessel of 1,800 tons, being 300 feet long, 39 feet wide and 13 feet deep at high tide. The company claims that the dock is the best suited in Japan for overhauling the bottom of a vessel, as owing to the dock being excavated from the solid rock, it can be pumped quite dry. We are informed that the scale of charges of this company are lower than any other dock company in Japan. Imaboshi is about 100 miles from Kobe.

Stearns' Wine of Cod Liver Oil.

Is perfectly palatable, easily taken and an invigorating and bracing tonic. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

WHAT TO DO IN CASE OF EMERGENCY.

WHAT would you do if taken with cholera or cholera morbus when your physician is away from home and the doctor's stores are closed? After one such emergency you will always keep Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home; but why wait until the horror is upon you before you look for the relief? For sale by All Dealers, Warren & Co., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

A Japanese at Nagsasaki is reported to have defrauded a local foreign firm of goods valued at yen 10,000.

Tickets purporting to be for the Macao lottery are on sale in the Colony just now. They are only imitations.

The Rev. Dr. Unwin, of East Orange, New Jersey, has received a call to the pastorate of the Union Church at Kobe.

The Police Court has been very slack during the races. The same could not have been said at Home during a race week.

The local confectioners shops notify another increase in the price of butter must and other articles of diet as from 1st March.

On her trip to Yokohama from Hongkong, the German steamer *Silvia* picked up four shipwrecked Japanese sailors, and landed them at Yokohama.

The date of the enforcement of the new Japanese tax on sugar is to be fixed by Imperial Ordinance, and will not appear in the regulations attached to the Act.

The Yokohama branch of the Chartered Bank exported to Hongkong on board the *Hongkong-maru*, which left Yokohama on the 15th inst., gold coin to the value of yen 50,000.

Chong On, fisherman at Chong Shing village, stole a cow which was grazing on the hillside, and killed it. Mr. Kemp, at the Magistrate's to-day, sent him to prison for six months for the offence.

It is not perhaps, generally known that the Queen, besides being the legal head of the Church, was its oldest official. For more than 60 years she held the rank of Preliminary of St. David's Cathedral.

Field-Marshal von Waldersee is expected to visit Japan early next month. It is understood that he will inspect Hiroshima, which was the Headquarters during the Japan-China War.

The German Emperor, according to the *Berlin Courier*, in his New Year's speech to the Generals, sharply condemned officers for appearing publicly against the royal order in civilian dress.

As an illustration of progressively humane penal treatment, it is stated that prisoners in English jails may in future have photographs of their relations hung in their cells, and when a prisoner is taken home by a warder the officer is to be in civilian clothes.

A cook was fined \$5 to-day for refusing to obey the orders of his master, Mr. Gullies Helms, No. 4 Ripon Terrace. The soup was dirty and unpalatable, and his master wished him to come into his room and explain the reason. He was sent for three times, but refused to obey.

The marriage of Miss A. D. Roberts, daughter of General Roberts, U.S.A., to Mr. R. J. Ward, of Yokohama, is reported in the *Yokohama papers* as taking place at the Maples Hotel on the 11th February. Among the presents was a handsome silver flower stand, the gift of the Nippon Bicycle Club.

In reference to the status of the Board of Trade, the London Chamber will move at the forthcoming conference of the Associated Chambers of Commerce that, having regard to the great importance of the work dealt with by the Board of Trade, the Association is of opinion that it is essential that the status of the department be put on a level with that of the Home Office and the other great spending departments.

The Post Office.

The Hongkong Post Office, we observe, has not been closed to business during the Rice Meeting, and the staff has not, therefore, participated in the general holiday. This is the first time in our recollection that an exception has been made on this occasion with regard to the Post Office, but probably the pressure of work always in force there fully justified the determination of the authorities to continue business.

The Queen as a Legatee.

Her Majesty had received at least two windfalls, one large, and the other comparatively small. A Mr. Neild, who died in 1832, bequeathed to the Queen his fortune of £200,000. Her Majesty inquired if there were any relatives, saying that in that case she would not accept the money; but it transpired that Mr. Neild had died without issue or relatives, and the Queen accepted the legacy. At another time, a Mr. Newhouse, of Heywood, having died intestate, his property, valued at £10,000, fell to the Queen, the estate being within the Duchy of Lancaster.

For the past quarter of a century there has been one continuous flow of letters bearing testimony to the truly wonderful cures effected by Chamberlain's World-famed Blood Mixture. The first Blood Purifier that science and medicine could have brought to light. Sufferers from Scrofula, Scum, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds are cured by its use. Thousands of wonderful cures have been effected by it. Sold everywhere at 2/6. Beware of worthless imitations and substitutes.

LOCAL AND GENERAL.

East Praya Reclamation Scheme.

The correspondence between the Hon. C. P. Chater and the Government with regard to the proposed East Praya Reclamation Scheme will be found on Page 3.

The Races—An Unfortunate Incident.

We hear that on account of the incident of yesterday (when *Bulbul*, ridden by Mr. Johnson, R.W.F., was disqualified for crossing in front of *Korak King*, several of the jockey jockeys have withdrawn from further participation in the Race Meeting. It is to be regretted that they should have come to such a decision.

The Dredger 'Canton River'.

For the past three days, pumping operations have been in progress at the sunken dredger *Canton River*. Judging from the amount of hull now showing above water, one end of the vessel seems to be afloat, and it is hoped that during the ensuing twenty-four hours the long-submerged dredger will be 'on top' once more.

De Wet's Compliment to French.

Mr. Davitt has brought back from South Africa some curious stories of General De Wet, with whom he discussed the campaign. De Wet spoke well of the British soldiers, not so well of their generals and officers. But one compliment he did pay. After hearing many caustic opinions, Mr. Davitt asked him what he thought of General French. 'Ah,' said De Wet, with a change of tone, 'he is the one 'Door' general in the British army.'

The late Queen as Vocalist.

The Queen once sang one of her own songs to Mendelssohn. Just as she was about to sing she exclaimed, 'But the parrot must go out of the room first, or he will screech louder than I can sing.' She sang 'The Pilgrim's Song' (wrote Mendelssohn) 'really quite faultlessly, and with beautiful feeling and expression. I praised her very heartily and with the best conscience in the world, for that phrase near the end, having the long-sustained C, she sang so well, joining the C to the three following notes—all in one breath, as one rarely hears it done—that it highly amused me that she herself should have spoken about the very long breath it required.' 'Oh, if I had not been so frightened!' said the Queen.

Foreigners and Japanese Taxes.

According to a Tokyo dispatch to the *Asahi*, the Government has decided to introduce into the Diet a series of Regulations imposing certain taxes upon foreigners holding perpetual leases in the former Settlements, which they have hitherto declined to pay on the ground that the Treaties distinctly state that no further taxes than those already paid shall be imposed on such property. Mr. Denison, the Foreign Adviser of the Government, has, it is stated, had the shall we say congenial task of drafting the Regulations. It is not explained how the provisions of the Treaties are to be circumvented. As we have said (writes the Editor of the *Kobe Chronicle*) this is a Japanese dispatch, and may not state the situation correctly, but if it is true that Mr. Denison has drafted such Regulations we can only express our surprise. He has had so many falls, in connection with Kobe leases especially, that he should not have thought he would try again. It may be added that the Regulations will not be made retrospective, so that taxes already due will be remitted!

The Queen's Library.

The Queen had a private library of 120,000 volumes. Mrs. Oliphant was the most intimate personal friend of the Queen among novelists, and her Majesty always read her books with enjoyment. Among English writers, the Queen's favourite poets were Shakespeare, Walker Scott, Tennyson, and Adelaide Procter. The hymns of Bonar and Faber were those to which she was especially attached. Her favourite novelists were all women—Jane Austen, Charlotte Brontë, Mrs. Oliphant, Mrs. Crick, George Eliot, and Edna Lyall. With German literature the Queen was familiar. Here her favourite writers were Schiller, Goethe, and Heine. In the literature of France it is natural to find that the memoir-writers, in which the country is so peculiarly rich, had a conspicuous place, and to the charm of St. Simon the Queen was keenly alive. Among French poets and dramatists, the Queen's favourites were Racine, Corneille, and Molière. Her Majesty was, of course, herself an author. When Charles Dickens was summoned to Windsor the Queen gave him a copy of her 'Journal', inscribed: 'To the greatest of British authors from the humblest.' The Sovereign is the only author in England whose copyright never comes to an end. Any ordinary person publishing a book has the exclusive right to publish and sell it as long as he lives and for seven years after his death or for 42 years from the date of first publication; if that be a longer term, but the Sovereign's copyright in anything published 'never ends.'

'For the Blood is the Life.'—If the blood is laden with impurities it creates disease as it circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. Chamberlain's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. From Scrofula, Scum, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds the effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2/6. Beware of worthless imitations and substitutes.

LOCAL AND GENERAL.

The New Century Again.

A humorous Hamburg correspondent writing to a home paper on the 1st Jan. says:—The great discovery that 'the new century' actually only 'commenced' to-day was made by an old smoker of cigars, who on Jan. 1900, put nineteen boxes before him, each containing 100 cigars. He failed his self-given commission bravely, and when he had smoked up 1,900 cigars he found that all the boxes were empty. For the twentieth box he had to begin with the 1,001st cigar.

All her Buttons on!

The daughter of a vicar of a rural parish not very far from London has collected all the buttons placed in the Church offertory bags for twelve months, when special collections were made for the charities connected with the Church. The young lady intended to figure at a local fancy-dress ball, which was to be given at the end of year, in the character of Charity, and she meant in an ironical spirit to have these souvenirs of meanness—the buttons—sown in patterns on her dress.

A Moral Lesson.

At the conclusion of a school treat last summer, an excellent teacher, desirous of administering a trifling moral lesson, inquired of the boys if they had enjoyed the treat. They all replied, 'Yes, sir.' 'Then,' asked the teacher, 'if you had slipped into my garden and picked these strawberries without my leave, would they have tasted as good as now?' Every small boy in that staid and starchy company shook his head. 'No, sir! Why not?' 'Cause,' said little Thomas, with the cheerfulness of conscious virtue, 'then we shouldn't have had cream and sugar with 'em!'

An Incurable Post Office.

There are worse post offices than ours in Hongkong, as may be judged from the following paragraph in the *Kobe Chronicle* of the 12th February:—The Post Office is incurable. Last week a copy of the *Kobe Chronicle* was posted in Kobe, addressed to a lady in Hongkong, care of a well-known firm there, and even the name of the vessel (the *Gladie*) which was to take the paper was given. Yet within a few hours, but after the *Gladie* had departed, the paper was delivered at the *Kobe* office of the firm in question as local mail matter. It might have been thought that the affixing of two three-ten stamps on the paper, both of which were duly obliterated, might have given the sorter some inkling that the package was not intended for local delivery, but neither the stamps, nor the address at Hongkong, nor the name of the steamer prevented the paper being delivered at the office whence it came. We begin to be quite hopeless of reform.

Assaulting a Bishop.

'I never,' writes a correspondent of the *Daily News*, 'had occasion to speak to the late Bishop of London, but he once had occasion to speak to me. It was down at the Blackwall Tunnel on the day it was opened, and after the ceremony had taken place, in the course of which the Bishop himself had taken the leading religious part by reading a prayer. There were two other Bishops there—Stepney and Rochester—all three of them being in their robes of white and assist. When it was all over, the Bishop of London was for getting away, and wanted the other two to come on with him. They, however, were gossiping with some friends, and Dr. Creighton, a few yards off, couldn't get their attention. It happened to be a little nearer than, and, turning to me with a very uncanonical phiz, he said: "Just stick your umbrella into the Bishop of Rochester, will you?" and having what seemed to be proper authority for assuming an assault on his Lord-bishop of Rochester, I laughed and did it.'

DE WET'S MOBILITY.

How the Horses are Procured.

The following, from the *Cape Times*, is by Private Burnside, of the Royal Canadian Special Service Regiment, a prisoner released by De Wet:—There are other reasons besides a splendid system of scouting and trekking by night which contribute to the continued immunity of De Wet and his followers. Most of them are very well mounted, and they have a large number of light horses. Bored marches and hard work have killed thousands of their animals, but the Boer has no compunction in commencing as many as he may require wherever he can find them. He pays no ready money, and the paper notes which he sometimes tenders in exchange for horses or provisions have no legal value. The prisoners also point out that the Cape cart—a very convenient two-wheeled vehicle, with a large hood—must also be counted when estimating the mobility of De Wet's commands. His brigades travel much lighter than the British troops at all times, and the Cape carts are of great service for carrying a miscellaneous collection of articles which would otherwise go to increase the burden upon the horses. Despite all these and other advantages, in general to men who have lived all their lives upon the South African veld, the released prisoners are unanimous in their verdict that De Wet's burghers have long been sick of their useless loads. The last of death, the jumble, and dirtiness have kept the majority of them together, but there is hardly a man amongst them, according to Private Burnside, a prisoner released by De Wet, who is not ready to

Intimations.

BEAUTIFUL SKIN

Soft White Hands

Luxuriant Hair

Produced by

CUTICURA SOAP.

MILLIONS OF WOMEN USE CUTICURA SOAP exclusively for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, in the form of baths for annoying irritations and chafings, or too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many antiseptic purposes which readily suggest themselves to women and especially mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other, especially for preserving and purifying the skin, scalp, and hair of infants and children. CUTICURA SOAP combines delicate emollient properties derived from CUTICURA, the great skin cure, with the purest of cleansing ingredients, and the most refreshing of flower odours. No other medicated soap ever compounded is to be compared with it for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines, in ONE SOAP AT ONE PRICE, the BEST skin and complexion soap, the BEST toilet and best baby soap in the world.

Complete External and Internal Treatment for Every Humour.

Consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales and soften the thickened cuticle, CUTICURA OINTMENT, to instantly allay itching, inflammation, and irritation, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. A SINGLE SET is often sufficient to cure the severest humours, with loss of hair, when all else fails. Sold throughout the world. "All about the Skin, Scalp, and Hair," post free, of Agent, Depot, H. TOWN & Co., Sydney, N.S.W. For African Depot: LINDSAY LTD., Cape Town. For India: DIXON AND CO., Calcutta. For Hong Kong, Canton, and Shanghai: H. TOWN & Co., Ltd., 100, Queen's Road, Hong Kong.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

Sold Throughout the World.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.




lanoline'

Natural Toilet Preparations.

Toilet 'lanoline' is a collapsible tube. Makes rough skin smooth, and protects delicate complexion from wind and sun.

'lanoline' Toilet Soap.

Wholesale Depot—7, HOLBORN VIADUCT, LONDON.



HOLLOWAY'S

CHLORODYNE

Is an unfailing Cure

For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts, AND EVERY FORM OF SKIN DISEASE.

Manufactured only at 78, New Oxford Street, London. Sold by all Medicine Dealers.

Dr. J. Collis Browne's

CHLORODYNE

COUGHS, COLDS, ASTHMA, BRONCHITIS.

Dr. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. COLLIS BROWNE (late Army Medical Staff) DISCOVERED A REMEDY, to denote which he coined the word CHLORODYNE. Dr. Browne is the SOLE INVENTOR, and as the composition of CHLORODYNE cannot possibly be discovered by Analysis (organic substances defying chemical analysis), and since the formula has never been published, it is evident that any statement to the effect that a compound is identical with Dr. Browne's Chlorodyne must be false. This caution is necessary, as many persons have been deceived by false representations.

DR. J. COLLIS BROWNE'S CHLORODYNE.—Vice-Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was undoubtedly the INVENTOR of CHLORODYNE, that the whole story of the defendant Erieman was deliberately untrue, and he regretted to say it had been sworn to.—See The Times, July 18, 1894.

DR. J. COLLIS BROWNE'S CHLORODYNE is the TRUE PALLIATIVE for NEURALGIA, GOUT, RHEUMATISM, TOOTHACHE, RHEUMATISM.

Intimations.

THE MUTUAL STORES,

WINE AND SPIRIT MERCHANTS.

8 AND 10 D'ARAGUIA STREET.

SOLE AGENTS FOR O'BRIEN'S "DAGGER" BRAND, GENUINE GUINNESS, STOUT, Bottled at Dublin.

Pints ... 82.50 per Dozen.
Quarts ... 82.90 per Dozen.
Hongkong, January 10, 1901. 1709

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITARRA. For Terms, Etc., Apply to ROBINSON PLANO Co., Ltd., Hongkong, November 8, 1900. 2253

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the position of SUPERINTENDENT OF PUBLIC WORKS & GOVERNMENT SURVEYOR. Applications and copies of testimonials to be sent to the undersigned, from whom terms may be learnt. Applicants to be taken up as soon as possible.

GIBB, LIVINGSTON & Co., Agents.
Hongkong, January 25, 1901. 193

A WONDERFUL MEDICINE.

BEECHAM'S PILLS

are universally admitted to be Worth a Guinea a Box FOR BILIOUS AND NERVOUS DISORDERS. Sick Headache, Loss of Appetite, Scurvy and Blisters on the Skin, Disturbed Sleep, &c.

The 1/4 lb. boxes contain 66 Pills. Price, 60 Cents a Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England. Sole agents for Hongkong and China: WATKINS & Co., 66, Queen's Road.

KANG LEE & Co.

Jewellers, Gold and Silver Smiths, Watch-makers, DEALERS IN SILK AND IVORY WARE, CHINESE AND JAPANESE CURIOS, Etc., Etc., Etc.

An exceptionally fine Stock of the latest Goods always on hand. PRICES VERY MODERATE. A trial is respectfully solicited. 38, QUEEN'S ROAD CENTRAL, (Formerly occupied by the Hongkong Club), Hongkong, January 1, 1900. 3

Mitsui Bussan Kaisha,

No. 6, Lee House Street, Praya Central.

HEAD OFFICE—TOKYO.

BRANCH OFFICES:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

AGENCIES:—MINE COAL MINES, KANADA COAL MINES, HOKOKU COAL MINES, YOSHINANTO COAL MINES, OHKURA COAL MINES, NO. 1, OHKURA COAL MINES, ICHIBANA COAL MINES, KIKIYAMA COAL MINES, YOSHIO COAL MINES, YAMANO COAL MINES, BRANDORA COAL MINES, THE OAKA SHIMIZU KAISHA, LTD., THE MARINE INSURANCE CO., LTD., THE KANAGAWA COTTON SPINNING MILLS, SHANGHAI COTTON SPINNING MILLS, TOKIO COTTON SPINNING MILLS, MIYUKI COTTON SPINNING MILLS, LTD., IMPERIAL GOVERNMENT PAPER MILLS, OHODA CHEMICAL COMPANY, MITSUBI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, Dec. 11, 1899. 1855

Come and Look!

OUR PLENTY NEW CARGO JUST

RECEIVED WITH MODERATE PRICES.

FUJIYAMA & Co.,

9, D'Aragui Street, Hongkong.

17th October, 1900. 2141

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

7.30 a.m. to 3.30 p.m. Every quarter of an hour.

8.30 a.m. to 9.30 a.m. Every ten minutes.

9.30 a.m. to 10.45 a.m. Every quarter of an hour.

11.30 a.m. to 3.00 p.m. Every quarter of an hour.

3.30 p.m. to 5.30 p.m. Every quarter of an hour.

5.30 p.m. to 7.30 p.m. Every ten minutes.

7.30 p.m. to 8 p.m. Every 15 minutes.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Extra cars at 11.30 and 11.45 p.m. SUNDAYS.

8.15 a.m. to 10.15 a.m. Every half hour.

10.30 a.m. to 11.00 a.m. Every ten minutes.

Night cars at 8 p.m. Every quarter of an hour.

2.45 p.m. to 3.00 p.m. Every quarter of an hour.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. Every half hour.

SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, February 4, 1901. 1901

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony, and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

PRINTING

PRINTING

PRINTING

Artistic Printing

Done with Neatness and Despatch At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5 WYNDHAM STREET, HONGKONG.

Her Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. C. G. F. M. Craddock	Hongkong
Albatross	despatch-vessel	1050	—	1400	Comdr. F. D. Hunt	Singapore
Argonaut	cruiser, 2nd class	4300	10	5000	Captain J. S. S. S.	Hongkong
Astron	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Hongkong
Aurora	cruiser, 2nd class	4300	10	5000	Captain A. W. Paget, C.M.G.	Shanghai
Bacchante	armoured cruiser, 1st class	6600	12	8000	Captain E. B. Leyce, C.B.	Hongkong
Bellerophon	cruiser, 2nd class	4300	10	5000	Captain C. T. W. W.	Shanghai
Bombardier	gunboat, 1st class	710	6	1800	Captain C. J. G. S. S.	Nanking
Bramble	gunboat, 2nd class	710	6	1800	Captain C. J. G. S. S.	Hongkong
Brisk	gunboat, 3rd class	710	6	1800	Captain C. J. G. S. S.	Hongkong
Britannia	gunboat	710	6	1800	Captain C. J. G. S. S.	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Comdr. E. B. Leyce, C.B.	Yokohama
Daphne	cruiser, 2nd class	1140	8	5000	Comdr. C. W. W. W.	Hankow
Diadem	cruiser, 1st class	6600	11	8000	Captain P. F. T. T.	Wooing
Endymion	cruiser, 1st class	7850	12	10,000	Captain G. A. G. G.	Hongkong
Exeter	3rd class coast defence	865	6	200	Lieut. Com. W. F. W.	Hongkong
Fame	torpedo boat destroyer	260	6	200	Captain G. M. M.	Hongkong
Fido	gunboat, 2nd class	12,950	16	15,000	Captain Fred. S. S.	Shanghai
Flint	battleship, 1st class	12,950	16	15,000	Captain Lewis W. W.	Hongkong
Gothic	torpedo boat destroyer	275	6	400	Lieut. Com. G. H. H.	Hongkong
Hawke	torpedo boat destroyer	275	6	400	Lieut. Com. J. G. G.	Wooing
Hermione	cruiser, 2nd class	1840	10	800	Captain S. D. D.	Nanking
Hummer	cruiser, 2nd class	5600	11	9000	Comdr. H. J. J.	Hongkong
Janus	torpedo boat destroyer	260	6	3800	Captain G. M. M.	Wellsford
Javelin	gun-vessel, 2nd class	756	2	400	Comdr. Wm. W. W.	Tientsin
Lizard	gunboat, 1st class	715	6	1900	Lieut. Com. John C. C.	Shanghai
Marathon	cruiser, 3rd class	5600	12	8500	Captain J. H. H.	Shanghai
Orlando	torpedo boat destroyer	260	6	6300	Lt. Com. U. P. P.	Singapore
Orion	gunboat, 1st class	1015	6	1400	Comdr. R. G. G.	Wellsford
Pique	cruiser, 2nd class	756	2	1800	Comdr. J. F. F.	Singapore
Plover	gunboat, 1st class	2600	8	7000	Capt. Henry C. C.	Changhai
Redoubt	gunboat, 1st class	805	6	720	Lt. Com. C. V. V.	Wellsford
Rodolph	river gunboat	85	2	240	Lieut. Com. G. G. G.	Canton
Robin	river gunboat	85	2	240	Comdr. G. A. W.	Changhai
Rosario	gun-vessel, 2nd class	756	2	400	Lieut. Com. H. C. C.	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut. Com. H. C. C.	Hongkong
Scipio	gun-vessel, 2nd class	756	2	400	Lieut. Com. H. C. C.	Hongkong
Swift	torpedo boat destroyer	260	6	6300	Lt. Com. C. P. P.	Hongkong
Tamar	cruiser, 1st class	14,200	14	25,000	Comdr. Francis F. F.	Hongkong
Terrible	cruiser, 1st class	363	3	200	Captain Percy P. P.	Hongkong
Tweed	coast defence gunboat	2675	8	450	Captain F. O. O.	Amoy
Wallaroo	cruiser, 3rd class	2675	8	450	Lieut. Com. W. O. O.	Hongkong
Waterwitch	surveying ship	360	6	5000	Lt. Com. C. Mackenzie, D.S.O.	Shanghai
Whiting	torpedo boat destroyer	2750	4	1000	Lieut. Com. H. D. S.	Hongkong
Wivern	coast defence ship, armoured	150	2	550	Lieut. Com. H. D. S.	Shanghai
Woodcock	river gunboat	150	2	550	Lieut. Com. H. D. S.	Hankow
Woodlark	river gunboat	150	2	550	Lieut. Com. H. D. S.	Hankow

Flag of Vice-Admiral Sir Ed. H. Seymour, G.C.B., Commander-in-Chief. Flag of Rear-Admiral Sir J. A. T. Bruce, K.C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Commander.	Last reported at.
Aspern	Austrian cruiser	976	—	—	Capt. William W. W.	Shanghai
Kaiserin Elisabeth	Austrian cruiser	4083	—	—	Capt. Mauller von Ellensau	Shanghai
Kaiserin Maria Theresa	Austrian cruiser	6000	30	10,000	Captain Cosulich	Shanghai
Zenta	Austrian cruiser	2500	—	—	Captain Kala	Shanghai
Holland	Dutch cruiser	3800	—	—	Captain S. K. S.	Taken
K. W. der Nederlanden	Dutch cruiser	4000	—	—	Captain J. P. van Rossum	Taken
Piech	Dutch cruiser	3800	—	—	Captain J. Jansen	Taken
Alouette	French gunboat	390	—	—	Lieut. A. B. B.	Nagasaki
Amiral Charner	French cruiser	4750	—	—	Capt. Eugène	Nagasaki
Asie	French gunboat	475	—	—	Comdr. J. J. J.	Nagasaki
Chasseloup Laubat	French cruiser	3800	—	—	Capt. De Lamoignon	Nagasaki
Cornet	French gunboat	625	—	—	Comdr. Lamoignon	Nagasaki
D'Entrecasteaux	French flag-ship	8100	—	—	Captain de Marolles	Nagasaki
Decatur	French gunboat	690	—	—	Comdr. Leary	Nagasaki
Decatur	French cruiser	4000	14	6600	Capt. de Saine	Nagasaki
Declaireur	French cruiser	1658	8	2050	Capt. Tauxier	Nagasaki
Fraite	French cruiser	2730	—	—	Captain Adam	Nagasaki
Gaichen	French battleship	9500	—	—	Captain Pireau	Nagasaki
Jean Bart	French cruiser	4600	10	8000	Capt. Aubin	Nagasaki
Kersaint	French gunboat	1250	6	2200	Capt. de la Motte de Portail	Nagasaki
Lion	French gunboat	470	—	—	Capt. de la Motte de Portail	Nagasaki
Pascal	French cruiser	5858	14	6600	Capt. de la Motte de Portail	Nagasaki
Redoubtable	French cruiser	9457	8	9071	Capt. de la Motte de Portail	Nagasaki
Surprise	French gunboat	429	2	600	Capt. de la Motte de Portail	Nagasaki
Vaucluse	French cruiser	2730	—	—	Captain Blomet	Nagasaki
Vipere	French gunboat	400	—	—	Captain Blomet	Nagasaki
Brandenburg	German battleship	10,100	40	—	Captain Rosendahl	Tientsin
Bussard	German cruiser	1600	—	—	Comdr. von Busewitz	Taken
Furst Bismarck	German flag-ship	11,000	38	—	Captain Graf Cholke	Taken
Gellion	German cruiser	4100	10	8000	Captain Rohlmann	Taken
Geier	German cruiser	1600	8	—	Comdr. Petersen	Hongkong
Hansa	German cruiser	6000	30	—	Captain Fohle	Shanghai
Hela	German despatch-vessel	2500	12	1860	Comdr. Rohlmann	Hongkong
Hierha	German cruiser	6000	30	—	Capt. von Usedom	Hankow
Ilia	German gunboat	1000	10	—	Lieut. Comdr. Sthamer	Amoy
Ilia	German cruiser	4200	8	2800	Captain Stern	Amoy
Jaguar	German gunboat	900	10	—	Comdr. Kindeling	Amoy
Kaiserin Augusta	German cruiser	6331	40	14,000	Captain Gorchakov	Amoy
Kurfurst F. Wilhelm	German battleship	10,100	40	—	Capt. Holtenhoff	Amoy
Luchs	German gunboat	800	10	—	Comdr. Dehmhardt	Canton
Schwalbe	German cruiser	1120	8	—	Comdr. Dehmhardt	Hankow
Seeadler	German cruiser	1600	8	—	Comdr. Dehmhardt	Shanghai
Tiger	German gunboat	600	10	—	Comdr. von Mittenstedt	Shanghai
Weissenburg	German battleship	10,100	40	10,224	Captain Holtenhoff	Shanghai
Woerth	German battleship	10,100	40	10,224	Captain Holtenhoff	Shanghai
Calabria	Italian cruiser	2442	10	4004	Captain C. Alberto	Shanghai
Elba	Italian cruiser	2222	12	6600	Captain C. Alberto	Shanghai
Fiermasca	Italian cruiser	3868	—	—	Captain Carlo Negri	Shanghai
Stromboli	Italian cruiser	2760	—	—	Captain De Filippi C. Onofrio	Taken
Vettor Pisani	Italian cruiser	1600	14	—	Captain Brennen	Wooing
Vesuvio	Italian cruiser	1600	14	—	Captain Brennen	Wooing
Adamaster	Portuguese cruiser	1800	—	—	Capt. A. J. d'Oliveira Andre	Hankow
Zaire	Portuguese gunboat	600	—	—	Captain Mello	Hankow
Admiral Korniloff	Russian cruiser	5500	18	9000	Captain Jakovlev	Taken
Admiral Nakhimoff	Russian cruiser	9000	—	—	Captain Vsevolodsky	Yokohama
Albatross	Russian gunboat	510	2	780	Captain Klusky	Yokohama
Dimitry Denakoy	Russian ship	160	2	1150	Captain Dolobrovsky	Taken
Gaidanek	Russian cruiser	6000	16	7000	Capt. S. S. S.	Taken
Gremashchy	Russian gunboat	1800	9	8000	Capt. S. S. S.	Taken
Korabel	Russian gunboat	1800	9	2000	Capt. S. S. S.	Taken

is pleasant and safe to take. For sale by
All Dealers, WATKINS & Co., General
Agents.

THE CHINA MAIL.

Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

ESMERALDA.

Captain G. T. BLAZZARD, will be despatched as above on FRIDAY, the 1st March, at 5 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, February 28, 1901. 412

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

HITUNG.

Captain U. G. SWEET, will be despatched for the above Ports on TUESDAY, the 28th March, at 3 p.m.

For Freight or Passage, apply to

D. SASSON, SOHNS & Co., Agents.

Hongkong, February 28, 1901. 410

THE OSAKA SHOSSEN KAISHA, LTD.

FOR SINGAPORE, PENANG AND TAIWAN.

THE Company's Steamship

AKASHI MARU.

Captain K. SWEET, will be despatched for the above Ports on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Hongkong, February 28, 1901. 396

THE OSAKA SHOSSEN KAISHA, LTD.

FOR SINGAPORE, PENANG AND TAIWAN.

THE Company's Steamship

MAIDZURU MARU.

will be despatched on the above Ports on SUNDAY Next, the 10th March.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, February 28, 1901. 427

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N. G. L. S. S. *Manila*, Captain

van Rizer, having arrived from the

above Ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading

for counter-signature by the Underwriter

and to take immediate delivery of their

Goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon

To-day, the 28th Inst.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Com-

pany, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the

Goods have left the Steamer, and all Goods

remaining undischarged after the 4th Prox

will be subject to rent.

All Broken, Chafed, and Damaged Goods

are to be left in the Godowns, where they

will be examined on the 4th March, at 3

p.m.

No Fire Insurance has been effected.

STIEMSEN & Co., Agents.

Hongkong, February 28, 1901. 424

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship *Indra*, Captain

van Rizer, having arrived from the above

Ports, Consignees of Cargo are hereby

informed that their Goods are being landed

at their risk, in the Hongkong and Kowloon

Wharf and Godown Company's Godowns

where they are to be stored at Consignees' risk

and expense, and that delivery can be

obtained as soon as the Goods are landed.

Goods not cleared by the 1st March, at

Noon, will be subject to rent.

No Fire Insurance will be effected by

us in any case whatever.

All Damaged Packages must be left in

the Godowns, and a certificate of the Damage

obtained from the Godown Company

within ten days after the Vessel's arrival

here, after which no Claims will be

recognized.

JARDINE, MATHESON & Co., Agents.

Hongkong, February 28, 1901. 407

KANG ON,

CONTRACTOR.

30, D'AGUIAR STREET, HONGKONG.

CONTRACTS for Local and Coast Port

BUILDINGS of all descriptions, Sup-

plying TIMBER, BRICKS, GRANITE, and all

BUILDING MATERIALS at very MODERATE

PRICES, and undertakes the engagement of

CARPENTERS, SHIPYARDS and MASONS.

For Nervous Exhaustion

CHAPOTEAU'S

PHOSPHOGLYCERATE

OF LIME

The modern restorative of the nervous system.

For brainworkers, professional

men, teachers, students, etc., and in debility, neural

giasis, epilepsy, and all nervous

disorders, it is a most effective and

promptly acting restorative.

PHOSPHOGLYCERATE & SUP

(CHAPOTEAU'S)

PHOSPHOGLYCERATE WINE

(CHAPOTEAU'S)

PHOSPHOGLYCERATE CAPSULES

(CHAPOTEAU'S)

3, rue Vivienne, PARIS-FRANCE.

Prepared by A. S. WATSON & Co., Chemists.

Shipping.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via

Shanghai, Nagasaki, Saturday, March

2, at Daylight.

Shanghai Maru, (via

Shanghai, Nagasaki, Thursday, March

28, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, April

23, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, April

28, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, May

2, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, May

7, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, May

12, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, May

17, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, May

22, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, May

27, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, June

1, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, June

6, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, June

11, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, June

16, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, June

21, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, June

26, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, July

1, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, July

6, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, July

11, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, July

16, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, July

21, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, July

26, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, August

1, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, August

6, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Saturday, August

11, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Thursday, August

16, at Noon.

Kobe Maru, (via

Shanghai, Nagasaki, Tuesday, August

21, at Noon.

Shipping.

STEAMSHIP FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, GULF,

MEDITERRANEAN PORTS,

PENANG AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL AND AMERICAN PORTS.

The Steamship *PARRAJATTA*, Capt.

G. T. DENNY, R.N.E., carrying Her

Majesty's Mail, will be despatched from

this Port on MONDAY, the 5th March,

at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuable, all Cargo for France,

and Tea for London (under arrangement)

will be transhipped at Colombo into a

steamer proceeding direct to Marseille and

London; other cargo for London, &c., will

be conveyed via Bombay with Transhipment.

Parcels will be received at this Office

until 3 p.m. the day before sailing. The

contents and value of all packages are

noted, and consignees are requested to

note the terms and conditions of the Com-

pany's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, February 16, 1901. 306

Occidental and Oriental

Steamship Co.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, AMERICA CENTRAL AND

SOUTH AMERICA, AND EUROPE

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doria (via Shanghai, Nagasaki, Kobe,

Thursday, March 1, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Saturday, March

3, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Thursday, March

8, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Saturday, March

13, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Thursday, March

18, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Saturday, March

23, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Thursday, March

28, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Saturday, April

2, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Thursday, April

7, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Saturday, April

12, at Noon.

Yokohama Maru, (via

Shanghai, Nagasaki, Thursday, April

17, at Noon.

Yokohama Maru, (via